GRUMMAN
plane news
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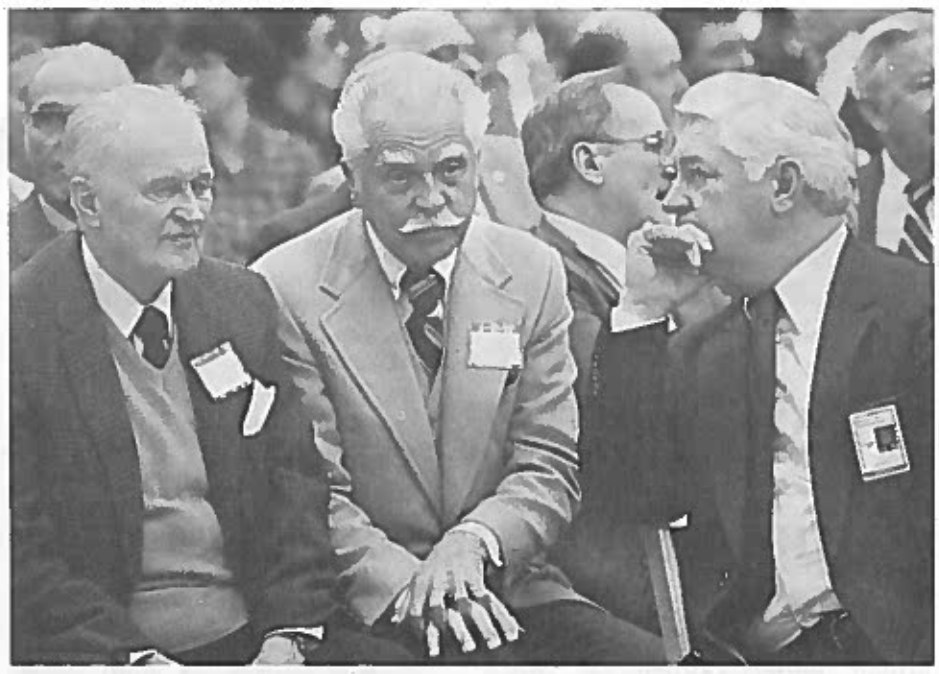

1982

Landmark year for Grumman

Though it was one of the briefest annual shareholders' meetings in Grumman history, there was no shortage of good news for shareholders on April 21.

Last year was a landmark year for Grumman. Sales set a new record of $2.057 billion. Income from continuing operations increased 22 percent to $90.3 million. "I'm very pleased with the progress the company's made in the past year, and I believe 1983 will be even better," Grumman Corporation Chairman Jack Bierwirth told attendees.

Bierwirth cautioned shareholders, though, that Grumman management does not manage on a quarter-to-quarter or even a year-to-year basis. "Grumman is a technology company. That means we must be looking out 10 years or more in the development of new technologies to maintain our leadership position in crucial business sectors."

The Grumman chairman stressed that at times short-term operating results must be sacrificed for the long-term goals. "We are always trying to do things that have never been done before, and sometimes a project takes longer and costs more than we expected," stated Bierwirth.

Grumman's constant commitment to investing in the long-term future is paying off today. "In an evolutionary way, over the last 25 years, we have redefined our business," said Grumman Corporation President Joe Gavin. "We have transformed Grumman from simply an aircraft manufacturer into the premier integrator of airborne systems.

"Today, we integrate more different weapons and different systems into aircraft than any other company in the nation," stated Gavin. "To be able to do this we have put so much emphasis on electronics systems capability that today about one-third of our 5,000 engineers are electronic specialists. Today's Grumman planes average 18 percent electronics content by weight — twice the content of other comparable aircraft.

"Superior electronics make the difference between military aircraft today," said Gavin. "It's no coincidence that five of the 11 fixed-wing tactical aircraft in production in the United States are made by Grumman."

Looking into the future, Gavin sees that the trend is to invest more in new systems for existing aircraft rather than to develop new aircraft. "Over the past 15 years, the number of new design awards for the whole industry has fallen from seven to one or two a year."

One of the reasons for this downward trend is that developing new aircraft is very expensive. With electronics getting lighter and smaller, it's logical to add more electronics capability to existing aircraft rather than to develop new platforms to carry the electronics. "The flying electronics system is our specialty," proclaimed Gavin. "I see great opportunities ahead for Grumman."

The company is not sitting back when it comes to developing advanced technologies for new

(Continued on page 4)

Karen Christ
Copiague H.S.

Matthew Luttinger
N. Babylon H.S.

Cynthia Monaco
Mary Louis Academy

Loretta Ranalli
Our Lady of Mercy

Allie Rogers Jr.
Uniondale H.S.

John Whitson
St. Dominic's

Michael Nowak
John Glenn H.S.

Norman Eng
Sewanhaka H.S.

Dozen h.s. seniors named 1983 scholars

Seven scholarships go to Grumman dependents

Twelve outstanding Long Island high school seniors have been named 1983 Grumman Science and Engineering Scholarship winners.

Since the program's inception in 1944, the company has awarded close to $3-million to 427 Grumman scholars. This year's group consists of seven Grumman dependents and five non-dependents. Each will receive $4,000 per year to defray tuition costs at the accredited engineering college of his/her choice.

The seven children of Grummanites who won 1983 Grumman scholarships are:

Karen Christ of Copiague High School is the daughter of Karl Christ, a group leader in Manufacturing Scheduling for the A-6/EA-6 program in Plant 40. She plans to attend either Rensselaer Polytechnic Institute (RPI) or Hofstra University to study computer science and math.

Matthew Luttinger of North Babylon High School plans to attend Stevens Institute or Massachusetts Institute of Technology (MIT) to study computer science. He is the son of John Luttinger, a senior template make in Plant 1.

Cynthia Monaco of Mary Louis Academy in Queens is the daughter of Carmine Monaco who works in Engineering Specifications in Plant 40. She will chose either Princeton or the University of Pennsylvania to study mechanical engineering.

Loretta Ranalli of Our Lady of Mercy Academy in Syosset will attend either Cornell or Notre Dame to study electrical engineering. Her father, Ernest, is a structural analysis section head in Plant 35.

Allie Rogers Jr. of Uniondale High School is the son of Allie Sr., a weights engineer in Plant 1. The younger Allie wants to go to Princeton or the University of Pennsylvania to study electrical engineering/computer science.

John Whitson of St. Dominic's High School in Oyster Bay is the son of Charles Whitson, a stress engineer in Plant 1. John wants to attend Harvard or Clarkson to study electrical engineering.

Michael Nowak of John Glenn High School in Elwood, won his scholarship in the open competition. His father Joseph Nowak was a Grumman engineer until his death in 1972. He hopes to go to the University of Chicago or Massachusetts Institute of Technology to become a physicist.

Open competition

Those Long Island students who won scholarships in the open competition are:

Norman Eng of Sewanhaka High School in Floral Park will attend MIT or RPI to study mechanical engineering.

Gerald Hershkowitz of Plainedge High School will go to MIT for computer engineering.

Paul Hoffmann of Brentwood-Sonderling High School plans to attend Brown, Columbia or MIT to major in electrical engineering/computer science.

Lydia Irby of Lawrence High School in Cedarhurst will attend Stevens Institute of Technology to become an electrical engineer.

Joseph Rhatigan Jr. of Wantagh High School plans to study physics at Princeton University.

Alternates announced

Should any winner choose not to use the Grumman scholarship, it would be passed to one of the four alternates chosen. They are: *Andrew Anselmo* of Bethpage High School . . . *Michael Keirnan* of Sachem North High School in Lake Ronkonkoma. His dad, George, works in Plant 40 ILS Engineering . . . *Roderick McConnell* of North Shore High School in Glen Head . . . and *Robert Santoro* of JFK High School in Bellmore. His father, Robert is a member of the Life Sciences group in Plant 39.

More information of the 1983 class of Grumman scholars will be published in the next issue of *Plane News*.

Gerald Hershkowitz
Plainedge H.S.

Paul Hoffmann
Brentwood-Sonderling

Lydia Irby
Lawrence H.S.

Joseph Rhatigan Jr.
Wantagh H.S.

View from the Hill. *Bob Roemer (L), Forward Swept Wing program manager, explains how the multi-layer FSW composite covers are built to Congressmen Harold Volkmer (second L) of Missouri and Manuel Lujan Jr. (R) of New Mexico. With them is John Mockovciak Jr., deputy director of Grumman's Space Station program. Later, Rep. Volkmer presented the congressional view of space stations to members of the American Institute of Aeronautics and Astronautics at the L.I. chapter meeting.*

Envelope, please

The Benefits Department is initiating a new procedure for handling The Travelers insurance claims submitted through Plant 28 in order to ensure prompt service to employees. Claims sent directly to the Travelers will not be affected by this procedure.

Custom design

All claims for medical and dental insurance sent through Plant 28 must be submitted in an envelope designed for these claims. The envelope will be pre-printed, addressed to Insurance, and will require the employee to check whether the claim is a medical or a dental insurance claim. Employees should not insert this envelope in an interoffice envelope.

Envelopes are available at all ESO offices.

Intrepid museum salutes top Navy officer

U.S.S. INTREPID, NEW YORK CITY, April 13, 1983 — Hundreds of celebrated people from the metropolitan area's business and media circles came aboard the U.S.S. Intrepid carrier museum to honor Admiral James Watkins, Chief of Naval Operations, today.

The top ranking naval officer delivered a major policy speech on President Reagan's "parallel approach" to world peace. During the introductory remarks, retired Vice Admiral Gerald Miller mentioned one New York-based company and his comments drew lots of applause.

"I cannot continue without mentioning the tremendous support of the Grumman Aerospace Corporation and its president George Skurla," said Miller, now a consultant to the Intrepid Museum. "If every corporation here today would emulate the Grumman performance, we'd have a winner. This is the greatest sea, air and space museum in the world."

Admiral Watkins toured the Intrepid exhibits with Skurla and many other well-known people, such as former astronaut Pete Conrad, CBS Newsman Mike Wallace (who also spoke at the luncheon), and Yankee owner George Steinbrenner.

They watched the Grumman-produced film "Air Power at Sea" in the U.S. Navy Hall's theater. They walked through Intrepid Hall and heard the names of the brave sailors who died aboard her in the second World War.

They climbed the steps to the flight deck and saw some of the Grumman planes on display a WF-2 Tracer, an F11F Tiger and S2F Tracker.

Among all the history stowed on the Intrepid, Admiral Watkins had a perfect platform from which he could speak on the defense of America today and tomorrow.

"If we are to counter the overwhelming political leverage against the free world, which Soviet strategic ascendency would bring, we must retain a credible nuclear deterrent force," Watkins said.

"While we would like to look beyond this unwanted but essential requirement, we have to face the reality of the world in which we live."

While standing on the Intrepid's flight deck, next to the Grumman Tracker, he said, "The museum is one of the greatest concepts I've seen in my 30-odd years in the Navy." The exhibits, he explained, give the visitor a sense of courage and devotion to duty. "I couldn't be more proud of it."

Meet the press. *Adm. James Watkins is interviewed by Roger Grimsby of ABC-TV aboard the U.S.S. Intrepid Museum in New York City. (Photos by Bob Settes)*

An honor. *Grumman Aerospace President George Skurla (R) talks with Chief of Naval Operations, Adm. James Watkins, onboard the U.S.S. Intrepid.*

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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Grumman sues Rohr for $500 million

Grumman Corporation and Grumman Allied Industries, Inc., filed suit in federal court in New York on April 19 against Rohr Industries, Inc., asking for $250 million in compensatory damages and $250 million in punitive damages for misrepresentation and failure to disclose highly material facts in connection with the 1978 sale to Grumman of the assets of Rohr's bus subsidiary, The Flxible Company.

Allegations

The complaint alleges that Rohr represented to Grumman that a prototype of an advanced design bus, known as the Model 870, had been thoroughly tested to the equivalent of 500,000 miles of revenue service when, in fact, the bus had not been tested at all. It also alleges that in a limited test of a prototype of the Model 870 during several months immediately prior to the sale, numerous components of the test vehicle suffered severe cracks due to fatigue, none of which was ever disclosed to Grumman. In short, Grumman claims that Rohr misrepresented and failed to disclose to Grumman a number of highly material facts concerning testing of the Model 870 and that if any of these facts had been known to Grumman, it would not have entered into the sale.

The compensatory damages claimed by Grumman include the costs of analyzing the cause of cracks in Model 870s produced and marketed by a Grumman subsidiary subsequent to the sale; the costs of redesigning and testing the understructure of the Model 870 to enable it to satisfy the vehicle's 500,000 mile useful life requirements; the costs of repairing and retrofitting more than 2600 Model 870s previously delivered to transit authorities in New York and around the country; the costs of other campaigns to correct defects in Rohr's design of the vehicle; the purchase price of $55 million less any present value of the assets purchased; the loss of business opportunities; and damages to Grumman's long-standing reputation for manufacturing products of the highest quality and for technical excellence.

The complaint alleges that Rohr, because of business losses, was under great pressure in 1976 and 1977 to sell its Flxible subsidiary and to devote the proceeds to reducing Rohr's indebtedness. The sale of the bus company's assets to Grumman, the complaint says, essentially saved Rohr from insolvency and allowed it to continue business operations.

Serious cracks in numerous major components of the Model 870's understructure were first discovered in vehicles in revenue service in November, 1980, the complaint says. This discovery caused the Grumman companies, including the aerospace subsidiary, to combine in an eight-month, round-the-clock effort to identify and correct the problems. The effort included road tests, fatigue tests, element tests and metallurgical analysis, and resulted in the conclusion that the Rohr design of the understructure was inadequate.

The allegations of the complaint are based on an extensive and in-depth investigation of the matter prompted by information that came to light in February of this year when Grumman was preparing to sell the assets of Flxible to General Automotive Corporation. The details of that sale are still being negotiated.

(Jack Bierwirth, Grumman Corporation chairman, commented on the suit against Rohr at the annual meeting on April 21. His statements appear on page 5).

Gavin tells shareholders

'Your Grumman investment represents greater value today than at any time in our history'

(Continued from page 1)

aircraft, stressed Gavin. He pointed out the X-29 prototype aircraft now being built to evaluate the forward swept wing concept and other new technologies.

Commercial end

Commenting on the commercial side of the house, Gavin reported that the truck business was profitable in 1982 despite the recession. "The new Kubvan provides us with a product which could double the size of the Grumman truck business." The diesel-powered truck is EPA rated at 40 miles per gallon in city traffic. "A class in itself," said Gavin.

Grumman Data Systems continues to grow and be profitable. Its commercial business now accounts for 36 percent of its business base.

Gavin also announced that during 1982 the corporate debt was substantially reduced, and a major capital investment program to improve productivity and reduce costs began.

Gavin told shareholders, "I believe your Grumman investment represents greater value today than at any time in our history, and I believe that value will continue to grow in the years ahead."

In response to another shareholder's inquiry, Bierwirth spoke of the bright future for Grumman St. Augustine Corporation. "We've been particularly pleased with the success of our effort to start a new business. . . . built around the idea of taking rather elderly planes, rebuilding them and sending them off with a second long life ahead of them."

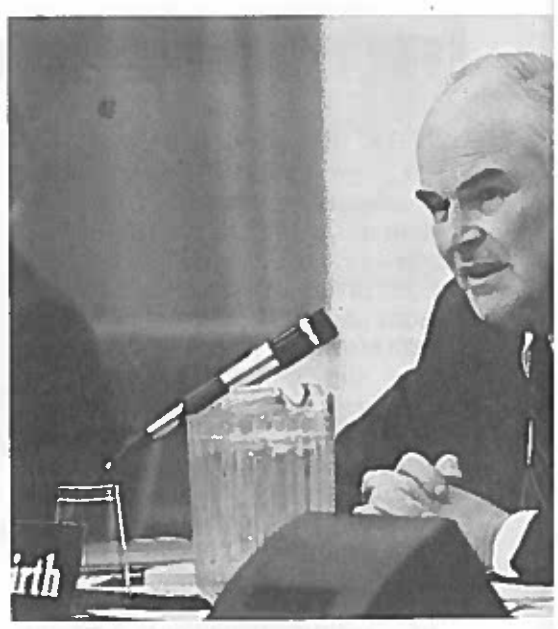
With the high cost of new planes, Bierwirth pointed out that a lot of countries are in the market for rebuilt aircraft. "I believe our idea will turn out quite successful. . . .It will be important to Grumman as we go into the latter Eighties and early Nineties."

The ayes have it

During the business segment of the annual meeting, the shareholders approved two resolutions.

The first approval was for the election of five directors for a term of three years and one director to a term of two years. The board members elected to a three year term are: Archie Albright, chairman of GVC Corporation; Lucy Wilson Benson, consultant to business and government; Clyde Ferguson Jr., Professor at Harvard Law School; Robert Freese, Senior Vice President-Finance and Treasurer, Grumman Corporation; and George Skurla, Grumman Aerospace Chairman and President. Orville Freeman, chairman of Business International Corporation was elected to a two-year term.

Shareholders also approved the employment of Arthur Andersen & Co. by the board of directors as independent certified public accountants in 1983.



'I've never seen the stock rise so rapidly'

William Champney
Shareholder

With the price of Grumman stock reaching an all time high of $61 on the day of the annual meeting, there were lots of words of praise for the company's performance over the past year, and much hope for the future.

"It certainly is doing great," said William Champney, a retiree who spent 10 years with Grumman. "I've never seen the stock rise so rapidly."

Had such a performance by Grumman been expected this time last year? Probably no one thought Grumman would hit the heights it has so soon. "To get up to 60 this fast? Frankly, no," said Wolfgang Demisch, an aerospace industry analyst and vice president of The First Boston Corporation, an investment banking firm. "But then I didn't expect the market to be at 1200 by May or April, as the case may be, so let's say I'm pleasantly surprised, and gratified."

Norvin Greene, of Norvin and Lancaster Greene and Company, has been attending these annual meetings since 1944. He congratulated Grumman management for the dramatic improvement in company earnings over the last year. Attributing that improvement to the sale of the ailing Flxible bus company and the continued good health of the aerospace business, Greene saluted company leaders from Roy Grumman to George Skurla.

Another stockholder, Bert Harmon, said about the performance of the company over the past year, "I think it's been outstanding."

But what does the future hold for Grumman in the eyes of people who invest their money in Grumman, or of those who counsel investors?

"Operationally, there really isn't all that much that should go wrong over the next year," said Demisch.

Shareholder Harmon feels Grumman's movement into space programs will also help the value of Grumman stock in the coming years. "This is the last frontier," he says. And, like a shuttle launch, he feels the stock will move "upwards, upwards all the time."

But for now, Champney said of the people of Grumman, "I'm glad to see them doing well."

Bierwirth comments on suit against Rohr

At the annual shareholders' meeting on April 21, Grumman Corporation Chairman Jack Bierwirth provided some of the background to the Grumman suit against Rohr:

". . .Last December, we concluded an agreement in principle to sell the assets of the Flxible bus company to General Automative Corporation. Getting ready to turn the property over to its new owners, we investigated all the circumstances around the sale of the bus company to us.

"We came across information and documents that have convinced us that the management of Rohr knew the 870 bus design was flawed at the time they sold us the business, but they kept that knowledge from us. With that information in hand, we had no choice but to bring a lawsuit that seeks to recover — to the extent we can — the damage done to this company by acquiring the Flxible bus business.

"These will be my last words on the subject. Any discussion of this case by any of us who are employed by Grumman is dangerous. Casual conversation could jeopardize our case or even involve Grumman in more litigation. The topic is simply out of bounds for all of us."

(More information about the Grumman lawsuit against Rohr is on page 2.)

Annual PAC meeting notes

Chappell discusses economy, defense with PAC

Congressman William Chappell Jr. (D-Fla.) shared his views of the nation's economy and the defense budget with members of Grumman's Political Action Committee at this year's April 22 annual meeting.

Chappell, whose district includes Grumman St. Augustine, was the guest speaker at the Plant 4 meeting. The U.S. representative is a member of the House Appropriations Committee and serves on its subcommittees on Defense, Energy, and Water Development and Military Construction.

Also present were five members of the Long Island congressional delegation — Bill Carney, Tom Downey, Norman Lent, Ray McGrath and Bob Mrazek.

A personal thanks

A former Navy pilot with 3,500 flight hours in Grumman planes, Chappell commended Grumman PAC for its participation in the democratic system. "It's very important for people in the private sector to be active," said Chappell.

Like others in Congress, Chappell is concerned about the nation's deficit. "We are not catching up to the problem," commented the congressman. "As for the economy, I believe it's turned around . . . From the overall picture, we are on the mend . . . unemployment and interest rates are coming down. I see inflation holding about where it is today."

As for the question of defense, Chappell offered an "optimistic" prediction that there will be a six percent real growth in the defense budget.

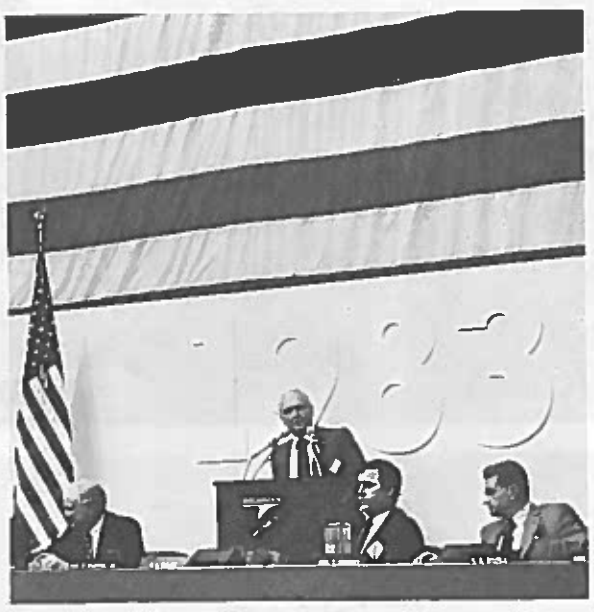
Where are the cuts? Chappell cited three programs in jeopardy — the MX, the B-1 and the two naval aircraft carriers. He believes that the B-1 will survive, but he hopes that the two carriers for the Navy can survive.

According to Chappell, if two ships are built at different times, it would cost taxpayers $1-billion more than building two carriers simultaneously. "Cancellation of one carrier is worth about $400-million to the steel industry in Pennsylvania alone . . . a tremendous impact on jobs and the economy — and the nation's defense."

Two resolutions

In the business portion of the annual PAC meeting, Dave Walsh, PAC Steering Committee chairman and Grumman Aerospace Vice President-Marketing, read two resolutions for passage by PAC members. The PAC approved a resolution to re-elect Grumman Data Systems Vice President John Bohlander, PAC Steering Committee vice chairman, and to re-elect Bill Ryan assistant treasurer.

PAC members also approved the motion to commend Lynn Radcliff who has served on the Steering Committee since its inception and who is retiring from the company this month.



Packed. *Congressman William Chappell addresses the Political Action Committee at its annual meeting (above, and above L). U.S. Representatives Tom Downey (L) and Bill Carney (bottom L) also visited the PAC, along with (photo below) Representatives Ray McGrath (L) and Norman Lent (R).*

calendar

American Society of Mechanical Engineers: Sat., May 14, LILCO, 605 Union Ave., Holtsville, 11:00 a.m. Guests welcome. E. Lee, Ext. 9730

AIAA: Tues., May 24, Antun's, Hicksville, 5:30 p.m. Technical meeting. Guest speaker will be Mr. Montoya of NASA. Guests welcome. S. Winkler, Ext. 4279

C.B.I. Vets Association: Tues., May 31, Recreation bldg., 5 p.m. Guest speaker will be Kurt Rosenbaum, C.B.I.V.A. Officer. Guests welcome. R. Fong, Ext. 2484/W. Pytlowany, Ext. 3926

Coin Club (Bethpage): Wed., May 11, Plant 25 vendor conference rooms, 12:05 p.m. Informal lunchtime meeting. Grumman employees only. K. Hale, Ext. 1825

French Club: Tues., May 10, 108 N. Windhorst Dr., Bethpage, 5:30 p.m. Finalize arrangements of trip to Southern France. Guests welcome. M. Mirpuri, Ext. 3895

GACE Flying Club: Mon., May 16, Cosmopolitan at Republic Airport, Farmingdale, 5:15 p.m. Regular monthly membership meeting. Guests welcome. R. Reisch, Ext. 4847

Grumman Family Campers: Fri., May 13-15, Hewlett Bay Park. Fri., May 27-30, Memorial Weekend at Calverton. Guests welcome. B. Ingersoll, Ext. 117-7475/L. DeTurris, Ext. 6855

Grumman Cycle Touring Club: Mon., May 2, Hayes Inn, Bethpage, 5 p.m. Monthly meeting. Guests welcome. T. Beckman, Ext. 4556

Motorcycle Club: Wed., May 18, Recreation bldg., 5 p.m. Monthly meeting. Guests welcome. R. Coutieri, Ext. 4828

N.Y.S.S.P.E. Suffolk County Chapter: Thurs., May 19 CoCo's Restaurant, Montauk Hwy., Oakdale, 5:30 p.m., cocktails, 6 p.m., dinner, 7:30 meeting. Guest speaker will be Mr. Gilbert Bergen, Park Environmental Manager. Guests welcome. W. Lipman, Ext. 2595

Scuba Divers Club: Wed., May 11, Fox Hunt, Bethpage, 7:30 p.m. Guests welcome. P. Craig, Ext. 8840

Ski Club: Tues., May 10 and Tues., May 24, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Theater Guild: Tues., May 3, Kenny's Cafe, 5:30 p.m. D. Rosenberg, Ext 1943

Roller Hockey Club: The club is looking for new members for the Spring/Summer season. Games will be played on Wednesday evenings beginning in May. For more information, call Ext. 132-5081

letters

I have all my GAA (Grumman Recreation Association) tickets going back to 1948. They are hanging on display in my office.

I wonder if any other Grummanites can top that?

Scotty Mayors
Personnel, GDS

Having been a Grumman employee for over 15 years, I really enjoy each issue of *Plane News.* The recent issue featuring an interview with Will Bischoff was especially interesting.

Since retiring in 1974, I have spent my years doing volunteer work. . . a lot of it in high schools, both in Florida and here in Texas. My work entails helping drafting students. I draw on my own experience to help them, and frequently talk of how we did things at Grumman. In fact, I plan on using this particular article on Bischoff to do just that.

In that same article, you used a picture of Grumman engineers working on the LM project during the 60s. I scanned it carefully and found myself in the picture. It certainly brought back fond memories.

Sincerely,

Gerald Kammerer
1057 Williamsburg Dr.
Schertz, TX 78154

Next issue

Due to space limitations in this edition of Plane News, this month's service milestone feature will be published in the Friday, May 13th edition. Sorry for the delay.

people

Globe circlers

Grumman retiree Ed Keonjian belongs to a prestigious group of individuals, an international club called the "Circumnavigators."

Its members are people distinguished in the fields of the sciences, industry, and civic and international affairs who have also travelled around the globe in the search for world peace.

Keonjian, formerly the director of Microelectronics here at Grumman and the author of the first book on the subject, has been a technical expert and consultant for the United Nations and a member of the NATO advisory group. He now lectures on his travels to such countries as Egypt and India.

To learn who some of Keonjian's colleagues in the Circumnavigators are, just take a look at the club roster, which includes U.S. Presidents William Taft and Herbert Hoover, Generals John Pershing and Douglas MacArthur; explorers Richard Byrd and Matthew Perry; journalist Lowell Thomas; astronauts Neal Armstrong and Senator John Glenn; and conqueror of Mt. Everest, Sir Edmund Hillary.

Time for others

From Mission Viejo, California, comes word that Tess Ditta was honored by the Family Service Association. Ditta received a plaque for working at the coffee gardens, on her own time, run by the Las Buenas Amigas auxiliary of Family Service.

"I average a total of 750 hours per year," says Ditta, "and this past year I volunteered 950 hours."

Ditta had worked in Food Services before she retired from Grumman in 1975.

Professionally speaking

Ray Mur, vice president and general counsel, was elected to the board of directors of the American Arbitration Association. The association is a national, non-profit, private organization specializing in alternative dispute resolution services.

Helping out

Tom Merritt, vice president — Calverton Operations, was elected to the board of directors of Central Suffolk Hospital in Riverhead, Long Island.

New assignments

The following Grummanites recently received new assigments:

Engineering — Gerry Nardone, manager, Structural Test Laboratory, P1. 5; Lou Lovisek, vehicle project engineer, EF-111A Program; Lew Byars, vehicle project engineer, EA-6B Program.

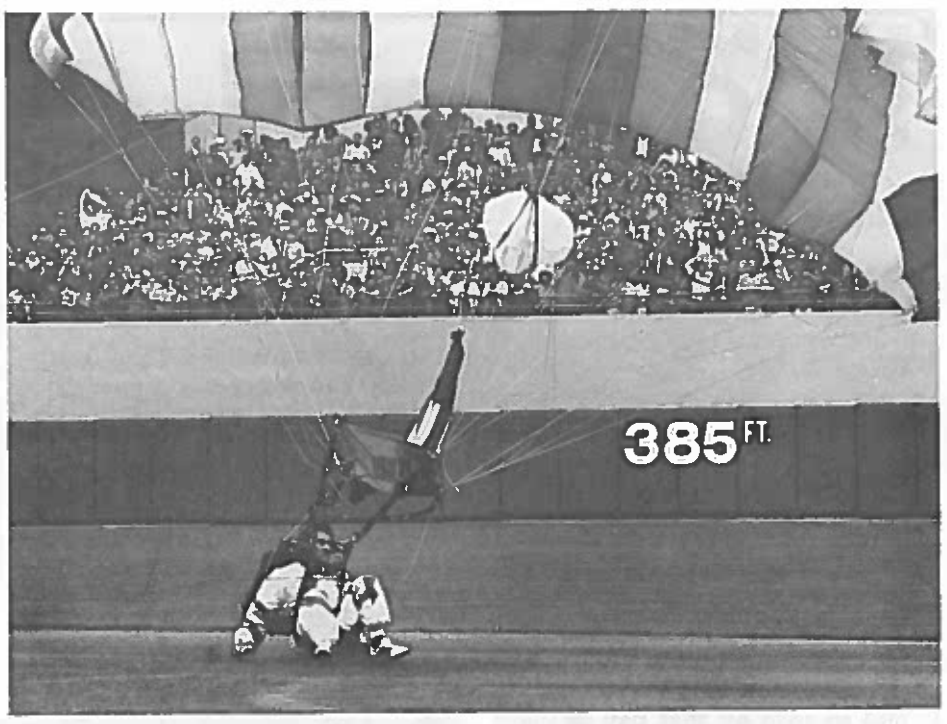
Medical — Mary Jennerich, assistant supervisor of Nurses.

Calverton Operations — Paul Birmingham, supervisor, A-6E/EA-6B Production/Nights.

retirees

On behalf of our fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who retire in April are:

Rocco S. Abbondandolo (17), Joseph A. Biro (2), Eugene T. Dale (87), Louis Azouz (77), Warren I. Moxham (77), Joseph Rusin (77), John H. Husch (24), Eugenia DeLivron (35), Thomas F. Kiessling (2), Eugene H. Terkelson (6), Natale Tramontano (6), Raymond A. Raynor (6), Alfred A. Cestari (30), Vincent S. Ferrari (1), Frank Higgins (17), Augustus J. Lopez (1), Herbert C. Kennedy (40), Salvatore J. Sinacore (30), David S. Silver (1), Matthew Spencer (2), Ross S. Mickey (265), Patricia G. Munson (111), Louis B. Popovich (40), Dexter A. Martin (25), Milton Cohen (87), Edwin Reynolds Jr. (2), Arthur P. Boklak (12), Virginia E. Lamson (77), Anthony Nigro (3), Richard L. Johnson (2), Donald J. King (25), Jack F. Devine (15), Henry C. Ward Jr. (15), Charles A. Tangredi (2), Steve Voulgarakis (3), Grant B. Sampson (6), Camille J. Gagnon (77), Robert E. Coutieri (9), Fortunato F. Costantino (77), John H. Blauvelt (3), Robert Santiago (6), Joseph T. Fegyveresi (8), Alfred Williamson (2), Mitchell Dixon (1), Frank Pennino (2), Matthew P. Verton (39), John J. Hritsko (2), Mark T. Guss (35), John T. Pierce (43), Herbert Albers (2), Albert M. Albaugh (GAA), Anita E. Higgins (15), Nancy Karniewicz (15), Lloyd A. Nevala (94), Andrew H. Christensen (5), Gaetano T. Rozzi (28), Frank T. Miglio (21), Charles H. Bolton Sr. (77), Fritz W. Kuhling (77), Lynn E. Radcliffe (35), Arthur E. Kumm (1), Herbert C. Kennedy (40), James Bond (14), Richard E. Schneider (2), John F. Faderl (5), Shirley Remington (6), Eva M. DelMuro (15), Fred J. Koch (12), Peter H. Beckwith (2), Baise A. Musacchio (2), Hildegard H. Shruell (17), Thomas R. Cassino (15), Doris H. Schneider (28), Joseph P. Farias (12), Charles Martin (2), Charles W. Ruth (3), Theresa P. Grinkovitch (2), Harry R. Kasang (5), Katherine Treska (28).



Diamond display. *Grummanite Joe Golio makes an almost-perfect landing on the Yankee Stadium infield on opening day. Joe is the first civilian to skydive into the stadium. (N.Y. Daily News photo)*

Sky's the ultimate high for Grummanite Golio

On opening day at Yankee Stadium, Grummanite Joe Golio fulfilled his childhood dream — with a twist. When Joe made his debut on the Yankee infield, the packed house roared its approval. He wasn't wearing Yankee pinstrips, though. Joe made his grand entrance his way — parachuting into The House That Ruth Built.

A member of the New York-based skydiving team called The Other People, Joe became the first civilian to skydive into Yankee Stadium. "Growing up in Queens, I always had dreams of playing for the Yankees," says the Plant 2 industrial engineer. "Skydiving into Yankee Stadium on opening day is definitely a high point in my life."

The day after his historic jump, Joe became an instant celebrity in Plant 2. His infield landing was documented by *Daily News* photographer Dan Farrell and appeared on page 5 of the April 13th edition. "It wasn't one of my better landings," quips Joe, who has been skydiving competitively for the past four years.

"We jumped from a helicopter at 3,200 feet," recalls Joe, " and it was windy. After a five second delay, we opened at 2,500 feet. The stadium below me looked smaller than I envisioned. I didn't care for any of our secondary landing targets.

"Then, I found myself eyeball to eyeball with the fans in the upper decks. They were cheering and waving to me. I was waving back. It was thrilling."

The whole stadium loved it, and so did George Steinbrenner. Joe and his teammates were given the royal treatment. 'We had plenty of hot dogs and beer in Mr. Steinbrenner's private box," remembers Joe.

Joe's back

He and his skydiving buddies carried banners into the Stadium proclaiming "Billy's Martin back!" Talks are already underway for the team to perform later this season. "Especially in the playoffs and World Series," adds Joe, a true Yankee fan.

obituaries

WILLIAM CAPON of Major Assembly, Pl. 2, died April 9 at the age of 57. He had been with the company since 1951 and resided at 14 James Lane, Huntington

CAROLINE CITERA of Corp Proc Ops Mgt/Staff, Pl. 30, died April 5 at the age of 61. She had been with the company since 1967 and resided at 649 Dianne St., Seaford.

ANITA GUTTMAN of Officers' Secretarial, Pl. 111, died April 16 at the age of 59. She had been with the company since 1956 and resided at 64 Mobrey Lane, Smithtown.

Personals

The family of Frank L. Gregory wishes to thank all our many friends in Grumman for their kindness during the loss of my father. Frank R. Gregory and Family

scorecard

Flower show

The first of four 1983 Garden Forum Shows takes place on Tuesday, May 10, in the Plant 30 cafeteria.

If you wish to exhibit your flowers in the Spring Show, stop by your local Employee Services (ES) office and pick up a show booklet for details.

Garden Forum member Karl Hagen will conduct a bulb planting demonstration at the Spring Show.

All Grummanites are invited to enter the floral competition and to stop by that day in Plant 30 cafeteria to see the spring entries.

If you have any questions about this Garden Forum event, call Amy Blackwell, Ext. 6480.

Wood shortage

The 42nd annual Long Island Industrial Invitational Bowling Tournament lured 16 of the top company teams in the area this year. Though the Grumman men's varsity squad made a gallant effort in the final night of the four evening event, it was Pam Am who claimed the 1983 title.

The Grumman team — Ed Eng, Frank Tucholski, Jack Nielsen, Ed Gabriel and Ken Smith Jr. — got off to a slow start on the first evening of play. They found themselves in fourth place, 138 pins behind Pam Am. In the incentive division, the Grumman team was in a dismal state — in 14th place.

They made their move in the second round and jumped up to second place only 118 pins behind Pan Am. AMF slipped in the second place slot on the third night; Grumman fell to third place, 267 pins behind the frontrunner Pan Am.

The fourth and final round Grumman made a noble attempt to close the gap, but so did AMF. Though the Grummanites finished only 144 pins behind Pam Am, second place honors went to AMF, and third place to Grumman.

Frank Tucholski came in fifth place in the tournament's high bowler competition with a tourney series of 2,456. AMF's Dave Williams won top bowler with his total pinfall of 2,528.

Hall of Fame help

Grumman Recreation is working on a proposal to nominate George Fowler, former Grumman Yankees softball great, for election to the National Softball Hall of Fame. If you have any information that might help the effort, please call Chet Baumgartner, Ext. 2133.

Pin pals. *The 1983 Grumman varsity men's bowling team lines up this way: (front) team captain Ken Smith, Jr.; (second row, L to R) Ed Eng and Ed Gabriel; (third row) John Ebron, Alan Stundis and Niel Napolitano; (back row) Frank Tucholski, Dave Evans, Jeff Pecht and Recreation's Herb Mahoney. Jack Nielsen could not make the photo session.*

milestones

The following Grummanites celebrated 15 years of company service last month:

Frank Esposito, Fuselage Assy. (1)
Wayne M. Consolla, ILS RF/Servo/Elec. TPS Eng. (1)
Clemon E. Colter, Press (2)
Henry F. Leibbrandt, Fuselage Joining (2)
Robert N. Lanning, Hydraulics (2)
Robert W. Thomas Jr., Mfg. M/S (2)
James A. Berntsen, Convent. Machs. (3)
Edward J. Callaghan, Convent. Machs. (3)
Jacob J. Stahura, Model Shop (5)
Arno E. Kallas, Ops. Anal. (5)
Robert F. Bentler, Corp. Planng. Cntrl. & Budg. (5)
Codella R. Evans, Administration (6)
Albert G. Haupt, A6/EA6B Sys TSTEXFR-DA (6)
Angelo M. Testa, F-14 Sys. Test/Rig (6)
Howard J. Mertz, Electronic/Elect. PRD Supp. (7)
Joseph J. Mystkowski Jr., Config. Data Mgmt. (9)
Edward J. Wiencek, Mech. Process Eng. (12)
Richard L. Heidemann, Meas. Stds. Lab. (12)
Albert L. Miller, Sys. & Cntrl. (15)
Urbano P. Bandini, ILS Dig. TPS Eng. (25)
Francis C. Purstell, Purch. M/S (30)
Murray Ovetsky, ILS Resource Cntrl. (31)
James E. Crane, ILS Electronic Pack. (31)
William D. Kamps Jr., ILS Prog. Controls Mgt. (35)
John F. Byrne, ILS Resource Control (35)
Peter J. Shaughnessy, ILS Sys. Eng. Mgmt. (35)
Karen E. Sibilly, ILS Tech. Servs. (35)
Richard F. Romanowski, Aero Test (35)
Rosario S. Liotta, ILS Tech. Servs. (40)
Rudolf Suehs, Performance (40)
Gerald J. McNiff, Software Sys. M/S (40)
Martin B. Lewis, Software Sys. M/S (40)
Johnnie L. Woods, Elect. Box Pan & Draw Fab. (43)
Herbert Stalzer, ILS Tech. Servs. (47)
Richard R. Goldsmith, Software Appl. (47)
Joseph C. Sann, Machine Shop (56)
Larry W. Matthews, Bus. Ops. M/S (71)
Richard E. Barton, Plant Mgt. (77)
James S. Shuford, Facilities (77)
A.J. Adams, Sub-Assembly (77)
Larry G. Stevick, Aircraft Avionic Sys. (257)
Nathaniel J. Kinson, Cust. Supply Reqts. Mgt. (269)
Robert H. Anderson, Air Frame Sys. (279)
Benedict R. Leotta, Logistics Servs. (294)

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